

GERMAN U-BOAT TORPEDOES LINER

MORE TROOPS ARE RUSHED TO REPEL FRESH MEXICAN RAIDS

Border Conditions So Alarming
That Entire Twenty-sixth
Infantry Takes Field With
Artillery.

Brigands Cut Telegraph Wires
and Banditry Continues All
Along Rio Grande—Fourth
Infantry Moves.

EL PASO, Sept. 5.—Border
conditions today became so alarm-
ing that Colonel Bullard moved
headquarters to Harlingen, twenty-
six miles north of Brownsville,
which is the hotbed of Mexican
banditry in the lower Rio Grande
valley.

The entire Twenty-sixth In-
fantry is now in the field, with
several troops of cavalry, two bat-
teries of artillery and a scout aero-
plane.

Mexican bandits have cut the
telegraph wires between Brown-
sville and San Benito and San
Benito Harlingen. Brigandage
continues all along the border.

The Fourth Infantry reached
Brownsville today to replace the
Twenty-sixth.

The Mexicans are attempting to
sever all communication between
Brownsville and the scene of the
fighting near Hidalgo yesterday.

25 BANDITS KILLED.
At least twenty-five bandits are re-
ported to have been killed in the Hi-
dalgo encounter. Private John Salvini,
of Troop D, Third Cavalry, was shot in
the hip. No other American casualties
are reported.

The telegraph wires between San
Benito and Brownsville and Harlingen
were cut last night. United States
troops were immediately called to quar-
ter (Continued on Fourth Page.)

**WHAT HO! MEXICO
SEES REVOLT HERE**

**Carranza Organ Says Wages
Are Raised to \$4.50 to Stop
Civil War.**
The United States faces civil war
again and President Wilson has raised
wages of all laborers to \$4.50 a day to
keep down revolution in the South.
At least that's what the Mexicans
have heard. Here's a San Antonio
dispatch which tells how the Mexicans
keep abreast of the turbulent internal
affairs of this country:
"To quell a revolution sweeping the
Southern States, President Wilson has
seen fit to raise the wages of laborers
from \$3.50 to \$4.50 a day. This
measure was taken on account of the
growth of the Carranza army of the
northwest. Copies of this paper are be-
ing held in the San Antonio and La-
rdo postoffices and are being refused
the use of the United States mails."

Austrian Envoy Involved In Diplomatic Scandal



DR. CONSTANTIN THEODORE
DUMBA.

SAYS DUMBA KNEW OF U. S. STRIKE PLOT

Letter From Ambassador Sel-
ed by British Agents Said to
Contain Details.

NEW YORK, Sept. 5.—In a remark-
able article, the New York World prints
this morning what it declares is part
of a letter written by Ambassador
Dumba, of Austria, and indicating his
knowledge of and acquaintance in a
plan to tie up big munition plants in
this country to prevent the furnishing
of war supplies to the allies.
The evidence is in the form of a let-
ter said to be in the ambassador's own
handwriting, found in possession of
James J. F. Archibald, a well-known
Washington correspondent, and address-
ed to Count Burián, the Austro-Hungar-
ian foreign minister in Vienna.
This letter, with numerous others in-
trusted to Archibald for delivery in
Berlin and the Austrian capital, was
seized in Archibald's state room on the
Holland-American liner Rotterdam, by
British secret service men.
Saw Original Letter.
According to the World's London cor-
respondent, who saw the original Dum-
ba letter, it was written in New York
on August 20 and referred to Archi-
bald as a messenger who furnished a
"rare and safe opportunity" to the
writer to recommend certain proposals
in regard to strikes in the United States.
An extract of the letter follows:
"We can disorganize and hold up for
months, if not entirely prevent the
manufacture of munitions in Bethle-
hem and the middle West, which, in the
opinion of the German military attaché,
is of great importance and amply out-
weighs the expenditure of the money
involved."
The ambassador asked Burián to re-
ply by wireless if he approved the mea-
sures (Continued on Fourth Page.)

MEN SWORN TO KILL MOHR FOR 'LOVE AFFAIRS'

Negroes Held for Murder Say
Many Threatened Wealthy
Newport Doctor.

WIDOW MAY NOT BE TRIED

Chain of Evidence Arises in Her
Favor, Beginning With Re-
pudiated Confessions.

PROVIDENCE, Sept. 5.—Mrs. Eliza-
beth Mohr, out under \$10,000 bail
on the charge of being three negroes
to kill her husband, Dr. C. Franklin
Mohr, wealthy physician of Newport
and Providence, will never be indicted.
Such is the opinion of practically
everyone here in touch with all the cir-
cumstances of the case.
Just as sudden and as overwhelming
as the sweep of circumstances which
resulted in her arrest, a new chain of
evidence has unfolded to lend color to
the belief that she will never come to
trial.
The big surprise of the case came to-
day when all of the accused negroes
declared that many prominent Rhode
Island men had sworn to kill the doctor
because of his loose code of morals.
The main premise of the belief that
Mrs. Mohr will never be called to trial
for murder takes root in the repudiation
that the negroes have now made of
their confessions to the police. They
say now that their sworn confessions
and their public assertions to news-
paper men and others were full fabrica-
tions.
Not only do they now absolve them-
selves from all guilt in the killing of
the malpractitioner, but they say now
that they had no communication and
no inspiration from Mrs. Mohr. They
exonerate her as completely as they in-
volved her a few days ago.
It was only as recently as Thursday
that Cecil Victor Brown, in the pres-
ence of his fellow-prisoners, Henry
(Continued on Page Seventeen.)

COL. BOYNTON DEAD; NEWSPAPER VETERAN

For Many Years Southern Man-
ager of the Associated Press
in This City.

Col. Charles A. Boynton, for fifteen
years manager of the southern division
of the Associated Press, and in later
years connected with that organiza-
tion in an advisory capacity, died at 4
o'clock this morning in his apartment
in the Oakland, in Columbia road. He
was seventy-nine years old, and death
was due to old age.
Colonel Boynton had been a promi-
nent figure in Washington newspaper
circles for thirty-five years. Five years
ago he gave up the position of manager
of the southern division of the Asso-
ciated Press because of failing health.
Born in West Stockbridge, Mass.,
Colonel Boynton went to Ohio with his
parents when seven years of age. He
was a son of the late Rev. Charles B.
Boynton, and his brother was the late
Gen. Henry V. Boynton, a distinguished
civil war veteran, and for many years
an active newspaper correspondent in
Washington. Colonel Boynton gained
the title of colonel when appointed on
the staff of the governor of Ohio.
Besides his widow, Colonel Boynton
is survived by a daughter, Miss Meta
Boynton, and a son, Charles H. Boynton,
now engaged in business in New
York but formerly a Washington
newspaper man.
The Gridiron Club of which Colonel
Boynton was a member, will meet to-
morrow to take appropriate action on
his death.

MILLIONS LOST AS FIRE RUINS 'LOVE AFFAIRS'

Mammoth Elevator at Newport
News Burned With 400,000
Bushels of Corn and Wheat.

ORIGIN OF FIRE A MYSTERY

Searching Investigation Begun
to Determine Cause—Total
Loss \$2,225,000.

NORFOLK, Sept. 5.—Destruction of
the mammoth grain elevator of the
Chesapeake and Ohio railroad at New-
port News last night has cut off the
main source of supply for British ships
leaving this port with corn and wheat
for the allies. The elevator, valued at
\$1,000,000, contained 400,000 bushels of
grain. It was estimated at noon today
that the total loss occasioned by the
fire would be \$2,225,000.
A searching investigation has been
started to determine the cause of the
conflagration. So far as is known only
one life was lost in the fire, which
threatened for a time to wipe out the
Newport News water front. William
Butler, a watchman, was burned to
death. It is believed he was on his way
to sound an alarm when he was trapped
on the second floor of the burning
elevator.
Origin of Fire a Mystery.
Officials of the Chesapeake and Ohio,
in conjunction with the Newport News
authorities, are endeavoring in every
way to get some clue to the origin of
the fire, which is completely shrouded
in mystery.
Today only smoking embers mark the
site of the big elevator.
The offices of the Holland-American
Line, the United States Shipping Com-
pany, were destroyed, together with
valuable books and papers. Pier 5, at
which the general offices of the Ches-
apeake and Ohio railway were located,
was also destroyed with the office build-
ing.
The fire was so hot that firemen were
forced to stand off at some distance,
which handicapped them in getting
water on the blaze. Scores of tugs
fighting the fire from the river did val-
uable work saving nearby piers.
Loaded Cars Saved.
Half a dozen locomotives were kept
busy moving 400 carloads of grain which
were standing near the burning elevator.
Several cars caught fire while be-
ing moved.
The blaze was discovered in the sec-
ond floor of the elevator.

ALLIES ONLY WAITING RIGHT TIME TO STRIKE

Germany Marching to Disaster
in Russia, Says Col. Barone,
Italian Military Critic.

PARIS, Sept. 5.—Colonel Barone, the
famous Italian military critic, who re-
cently visited General Joffre, makes the
following disclosures:
"Some people, among them the
French supreme command, think that
in the present circumstances a general
offensive on the western front should
be delayed in order that, once begun, it
can be carried out without interrup-
tions."
"They are right. By pushing her
advance into Russia, Germany is march-
ing to disaster, and it is far better for
the allies to await this event, and then
strike."
"That is how the Franco-British com-
manders reason, and far from believing
that they are abandoned to their fate,
the Russian general staff thinks, ad-
too."
"Joffre is not asleep. He deserves our
entire and illimitable confidence."

SEVEN HUNDRED PASSENGERS AND PART OF CREW ESCAPE IN BOATS OFF THE IRISH COAST

QUEENSTOWN, Sept. 5.—The Allan line steamer Hesperian
was torpedoed by a German submarine at 8:30 last night southwest of
Fastnet.

On board were 700 passengers and a crew of 250. The captain
and twenty of her crew are still aboard. The admiralty tugs are endeavor-
ing to get the injured liner to port.

The Hesperian was bound for Montreal from Liverpool. The big
liner which registered nearly 11,000 tons was badly damaged. All those
on board except the captain and a few of the crew got away in boats. It
is not known up to this hour whether any lives were lost or whether any
Americans were passengers.

Admiralty tugs came to the assistance of the Hesperian and are
endeavoring to tow her to port.

ENGLISH WARSHIPS ACTIVE IN ARCTIC

BERLIN (by wireless to Sayville).
Sept. 5.—Eight English warships have
arrived off Spitzbergen islands in the
Arctic, according to a dispatch from
Trondheim, Norway.
They sent a landing party ashore,
partly destroyed the German meteor-
ological station and took the German
staff prisoners.

Read, Stutterers! No More Troubles

New York Doctor Discovers X-Ray
Treatment For Af-
fliction.

NEW YORK, Sept. 5.—Let the stut-
ters rejoice. There is free speech ahead
for them, according to Dr. William
Browning in the current number of the
Medical Record. The cure lies in X-ray
treatment, which produces a progressive
diminution in the area of thymic dull-
ness and a disappearance of the stam-
mering.
Dr. Browning's experience shows that
stammering is associated at the start
with the presence of an enlarged
thymus.
He says that the use of the X-ray for
the cure of stammering requires special
skill. Two to four treatments should
be given at intervals of five to fifteen
days after which a pause should be
made for several weeks.

Five Killed, Four Injured in Wreck

Freight Train Hits Rock Slide
Near Roanoke and Is
Destroyed.

ROANOKE, Sept. 5.—Five persons,
two trainmen and three negro tramps
were sent to instant death, and four
others, two trainmen and two more
negro tramps, were seriously injured
yesterday when a freight train struck a
small rock slide, nine miles south of
Roanoke, on the Winston-Salem division
of the Norfolk and Western railway, to-
tally wrecking two engines and seven
cars, four of which were high capacity
coal hoppers.
The dead are:
GARFIELD W. MARTIN, Roanoke,
fireman.
CHARLES H. COLEMAN, Roanoke,
engineer.
Three unidentified negroes.

NEW YORK, Sept. 5.—According to ship news re-
cords here the Hesperian left Montreal for Liverpool on
August 17. She arrived at Liverpool on August 27. When
torpedoed, therefore, she was evidently making a return
trip to her home port. She evidently left Liverpool on
Friday.

The Hesperian is a twin screw steamer of nearly
11,000 tons gross, built in 1908.

The torpedoing of the Hesperian caused much excite-
ment here.

Ambassador Bernstorff, in his letter to Secretary of
State Lansing on Wednesday last specifically stated that
"liners will not be sunk by our submarines without warn-
ing and without safety of the lives of noncombatants, pro-
viding that the liners do not try to escape or offer resist-
ance."

The question now uppermost here is whether the Hes-
perian received a warning, and further details are anxiously
awaited.

Germany Promised Safety For Liners

"Liners will not be sunk by our sub-
marines without warning and without
safety of the lives of non-combatants,
provided that the liners do not try to
escape or offer resistance."
This was the promise given the Ameri-
can Government only last Wednesday
by Count von Bernstorff, the German
ambassador, in presenting to Secretary
of State Lansing a written memoran-
dum which was presumed to have closed
the submarine controversy between the
United States and Germany.
The news of the attack on the Hes-
perian whether or not later dispatches
show Americans to have been aboard—
comes as a shock to official Washing-
ton and again electrifies the interna-
tional situation.
Crisis Revived.
The crisis thought to have passed
will be revived and intensified should
reports demonstrate that the Hesperian
was not warned or that she was at-
tacked in the absence of any effort to
escape.
Even if no Americans were aboard the
ship, the Wilson notes have been predi-
cated on the broad ground of the rights
of neutrals, and the fact that appar-
ently Germany has violated her prom-
ise, less than a week old, is fraught
with serious consequences—the more
minor of which is American distrust of
German assurances.
In his memorandum filed with the
State Department, the German am-
bassador announced a modification of Ger-
many's submarine policy, which, evi-
dently, was to apply to all "non-com-
batants," whether or not they were
American citizens.
It was asserted that Germany's
change of submarine policy had been
ordered prior to the sinking of the
Arabic, which was disavowed by the
Kaiser's government.
"This policy of my government,"
said the German ambassador's note
to the Secretary of State, "was de-
clared on before the Arabic incident
occurred."
Implication Plain.
The implication was plain that Ger-
many had been so impressed with the
justice of the American attitude re-
garding the sinking of the Lusitania
that it had instructed her submarine
commanders to spare all liners ex-
cept those offering resistance.
The supposed sinking of the subma-
rine which sent the Arabic down has
prevented the filing of a report by the
commander of that vessel as to the